

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Original) A vehicle for sliding over snow including a bearing rear runner and a directional front runner to which is connected a steering column pivoting in a sleeve firmly attached to the upper end of a stiff frame connecting both runners, and the lower end of which is attached to a supporting base surmounting the bearing runner and provided for supporting the feet of the user, characterized in that the front portion of said base is connected to the bearing runner by a mechanical connection allowing travels substantially perpendicular to said runner controlled by a damping device.

2. (Currently Amended) The sliding vehicle according to ~~the preceding claim~~ claim 1, characterized in that said base is jointed with the bearing runner in a location located in the rear half of the base, said joint being orientated transversely to the runner.

3. (Currently Amended) The sliding vehicle according to ~~any of the preceding claims~~ claim 1, characterized in that the base includes a transverse joint substantially localized in its middle, dividing said base into a front portion and a rear portion jointed with each other.

4. (Currently Amended) The sliding vehicle according to ~~the preceding claim~~ claim 3, characterized in that the stiff frame is attached to the front portion of the base.

5. (Currently Amended) The sliding vehicle according to ~~any of the preceding claims~~ claim 1, characterized in that the front end of the base is jointed with the bearing runner by means of a knuckle joint, the axes of rotation of which are transverse.

6. (Currently Amended) The sliding vehicle according to ~~the preceding claim~~ claim 5, characterized in that the damping device is positioned between the stiff frame and the bearing runner, in the vicinity of the knuckle joint, said damping device being jointed at both of its ends along a pivot axis parallel to the axes of the knuckle joint.

7. (Currently Amended) The sliding vehicle according to ~~the preceding claim~~ claim 6, characterized in that said knuckle joint includes a dual set of parallel connecting rods, the damping device being positioned between said sets.

8. (Currently Amended) The sliding vehicle according to ~~any of claims 3 to 7~~ claim 3, characterized in that the joint connecting the rear portion of the base and the bearing runner is localized in proximity to the joint connecting the front and rear portions of said base.

9. (Currently Amended) The sliding vehicle according to ~~any of claims 3 to 8~~ claim 3, characterized in that a damping device is placed between the stiff frame and the rear portion of the base, said device being jointed at its two ends along a transverse pivot axis.

10. (Currently Amended) The sliding vehicle according to ~~any of the preceding claims~~ claim 1, characterized in that the steering column is attached to the directional front

runner through a fork, each branch of which includes an elastically deformable suspension in the direction of the axis of the column.

11. (Currently Amended) The sliding vehicle according to ~~any of the preceding~~ claims claim 1, characterized in that the steering column is connected to the directing runner through a damping device dually jointed with said column and with the runner along a transverse pivot axis, the orientation and application point of which at the rear of the runner allow the damping device to exert an urging force on the rear resulting in the tilting of the plane of said runner so as to displace its front tip upwards.

12. (Currently Amended) The sliding vehicle according to ~~the preceding claim~~ claim 11, characterized in that said damping device is attached to a location of the steering column which is attached axially.